

## RETURN ON INVESTMENT

### Improving Our Infrastructure: Three Examples



**BEFORE**  
Damaged or uneven sidewalks are challenging for all pedestrians.



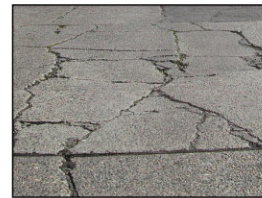
**AFTER**  
Level sidewalks make it easier and safer to get around by foot.



**BEFORE**  
Fading and eroding pavement signs are confusing and potentially dangerous.



**AFTER**  
Clearly defined pavement signs are visible to drivers day and night, ensuring smooth and safe traffic flow.



**BEFORE**  
Cracked pavement and potholes make for rough driving that can damage cars, restrict trucks and injure bicyclists.



**AFTER**  
Smooth pavement lets drivers focus on their driving instead of avoiding potholes.

## Let's keep Seattle moving

*The longer we wait to act, the more it will cost us — in dollars, time and convenience.*

**We are at a critical juncture.** Many key pieces of Seattle's transportation infrastructure are reaching the end of their useful lives. If we do not invest in the system, wear and tear will further weaken many of our most important transportation structures. We will spend more time on the road and the movement of goods and services will be delayed.

**Bridging the Gap** will restore Seattle's transportation system and get our roads working again by raising \$65 million in the first year through a property tax levy, a commercial parking fee and a business transportation tax. The levy would cost the owner of a median-valued Seattle home about \$195 the first year.

To ensure that everyone who uses Seattle's transportation system — including non-Seattle residents — share in the costs of maintaining our roads, this proposal includes a parking fee of 10 percent on motorists using commercial parking lots and a business transportation tax of \$25 for every full time equivalent employee. Employers participating in a transit program will receive an exemption for those employees who use transit.



It's time to fix the Mercer Mess.



Let's repair our aging bridges.



We can improve pedestrian and bicyclist safety.

### Contact us:

To learn more, visit  
[www.seattle.gov/transportation](http://www.seattle.gov/transportation) or call (206) 684-ROAD.



## Moving Seattle Forward

# Bridging the Gap



Mayor Gregory J. Nickels

*"Every neighborhood in the city will see improvements. People will have a better experience getting around whether by bike, bus, car or foot."*

### A healthy transportation system benefits all of us.

It enables us to easily get to the places we live, work and play. It also improves public safety and supports economic growth.

Since 1995, money to maintain our roads and bridges has been in rapid decline. We've lost about 66 percent of our dedicated funding — about \$25 million in annual transportation revenue. We're falling behind on basic street and bridge repair. As a result, Seattle faces a maintenance backlog of more than \$500 million.

Seattle cannot continue building a first-rate city on a second-rate transportation system.

**Fast Fact**

**This measure will upgrade 19 bridges that carry over 250,000 vehicles per day.**



Mayor Greg Nickels unveiled a 20-year plan — **Bridging the Gap** — that will address our mounting transportation problems and create a strong foundation for Seattle's transportation future by eliminating the maintenance backlog and investing in major transportation projects.

### Bridging the Gap will:

- ▶ Eliminate the transportation backlog
- ▶ Pave and repair Seattle streets
- ▶ Make seismic upgrades to our most vulnerable bridges
- ▶ Improve pedestrian and bike safety
- ▶ Increase transit speed and reliability





# Bridging the Gap

## Repair and improve Seattle's streets and bridges

■ **Bridging the Gap** will eliminate Seattle's transportation maintenance backlog.

### STREETS

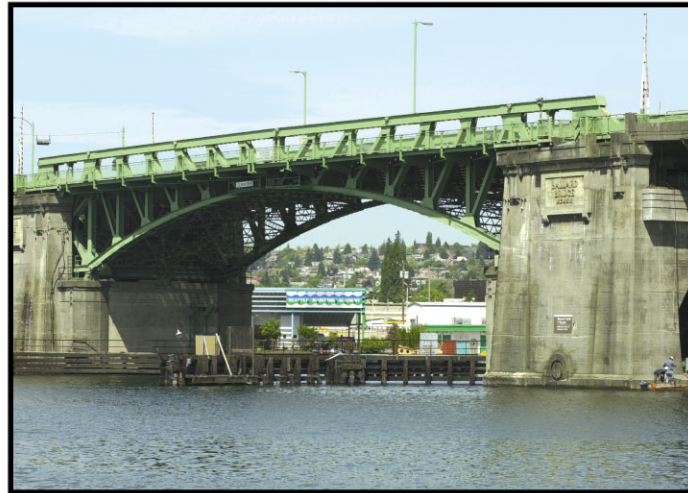
- More than double funding for paving streets and repairing potholes.
- Make pedestrian, transit and traffic improvements to heavily used corridors such as Aurora Avenue, 15th Avenue NW, Elliott Avenue, Fauntleroy SW and Rainier Avenue S.

### BRIDGES

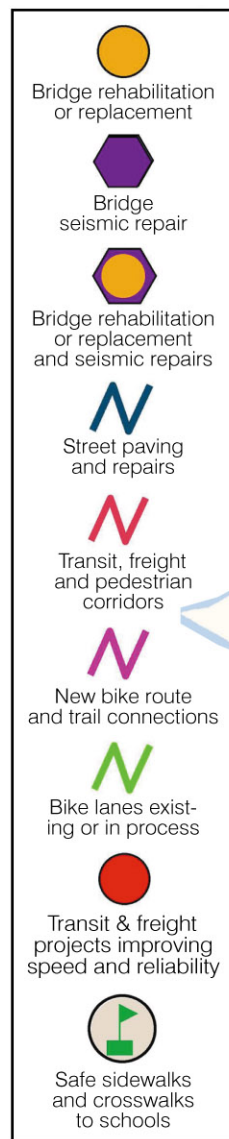
- Fix 12 bridges that are weakening and in need of significant repair.
- Conduct seismic upgrades to 13 of our most vulnerable bridges.

### TRAFFIC CONTROL

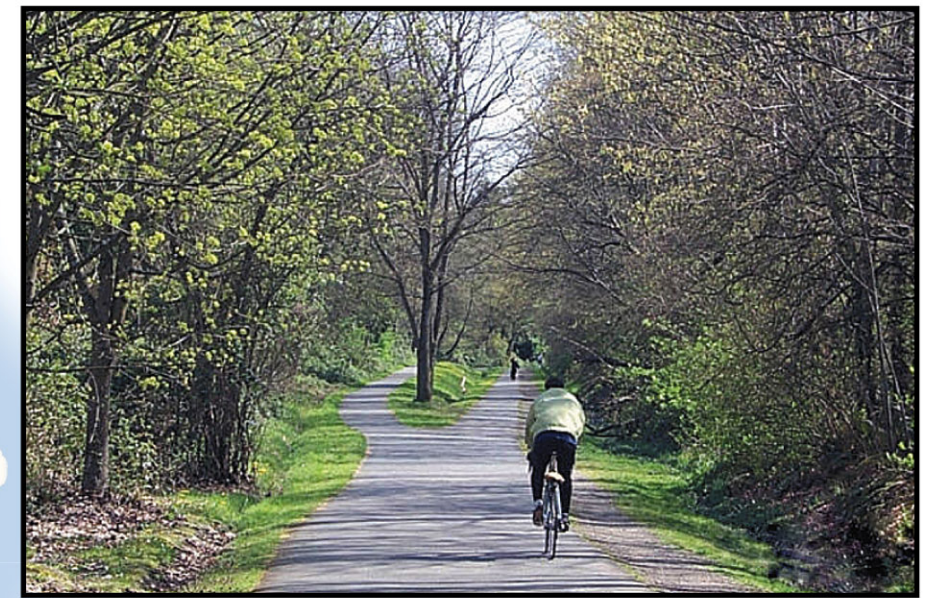
- Improve signal timing at congested intersections to increase traffic flow.



The Ballard Bridge, which carries more than 50,000 vehicles each day, is one of 13 bridges that will be seismically retrofitted.



### PROJECTS THAT WILL BENEFIT SEATTLE



Bridging the Gap will provide funding to complete the Urban Trails System.

## Improve bike safety and access

■ The almost 2,000 bicyclists commuting to downtown everyday and countless recreational riders will benefit from increased access and more biking options.

- Nearly double funding for surface improvements, signage and striping, and bike racks.
- Complete Seattle's Urban Trails System, including the Burke-Gilman, Mountains-to-Sound, Duwamish and Chief Sealth trails.

**Fast Fact**

This measure complements King County's 'Transit Now' package by creating Bus Rapid Transit corridors in West Seattle, Ballard and along Aurora Avenue.

**Fast Fact**

Bridging the Gap will provide funding to make street improvements in and around the Center City area to keep traffic moving during Alaskan Way Viaduct and Seawall construction.

## Improve pedestrian safety and access for all

■ **Bridging the Gap** will increase pedestrian safety and strengthen connections to schools, libraries, business districts and recreational facilities.

- Install or replace 80 pedestrian signals annually.
- Build crosswalks and/or sidewalks at every public elementary school.
- Restripe the City's 4,700+ pedestrian crosswalks within five years.
- Maintain and upgrade all of Seattle's sidewalks, trails, walkways and stairways.



Bridging the Gap will make safety improvements around every public elementary school.



King Street Station: Future transportation hub.

- Transform King Street Station into a transportation hub connecting express bus, commuter train and light rail service.
- Clean up the Mercer Mess.
- Build an overpass above the railroad tracks at Lander Street to improve freight deliveries, transit and traffic flow.
- Widen the Spokane Street Viaduct to improve transit and freight connections between I-5, West Seattle and the SODO area.